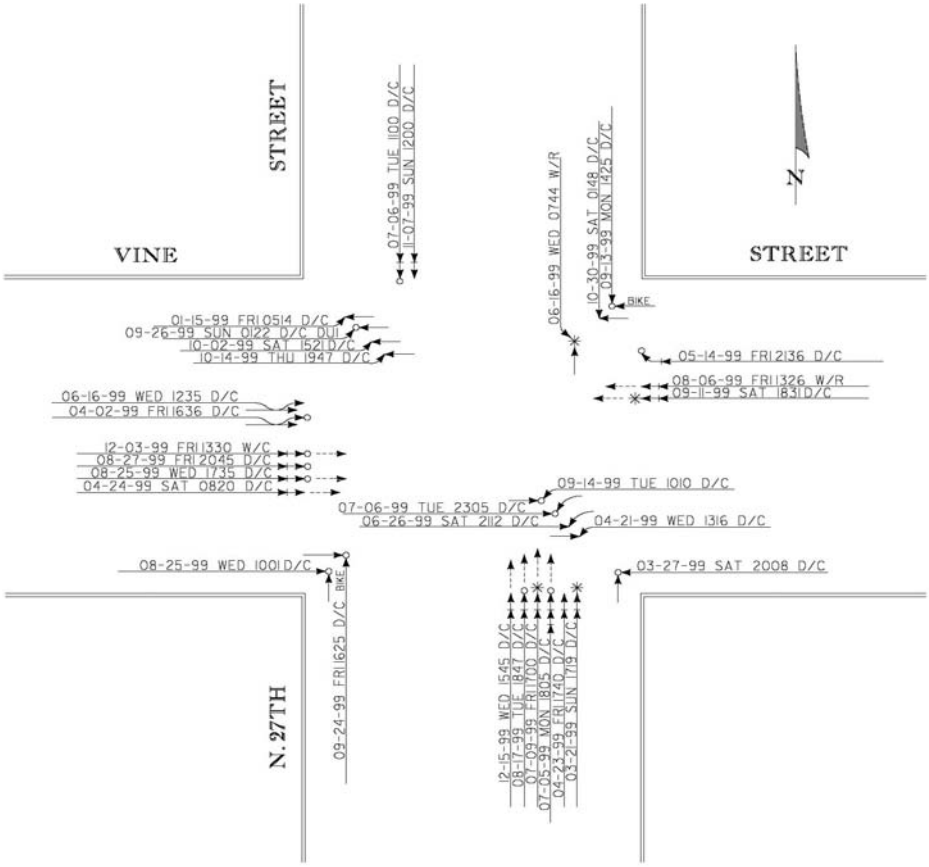
5.13 27th Street and Vine Street

BEFORE

ADT:	51,950 veh/day (1999)	**Time Period:**	1999
Traffic Control:	Actuated Coordinated Signal	**Crash Pattern:**	NB & EB Rear Ends EB & WB Left Turns



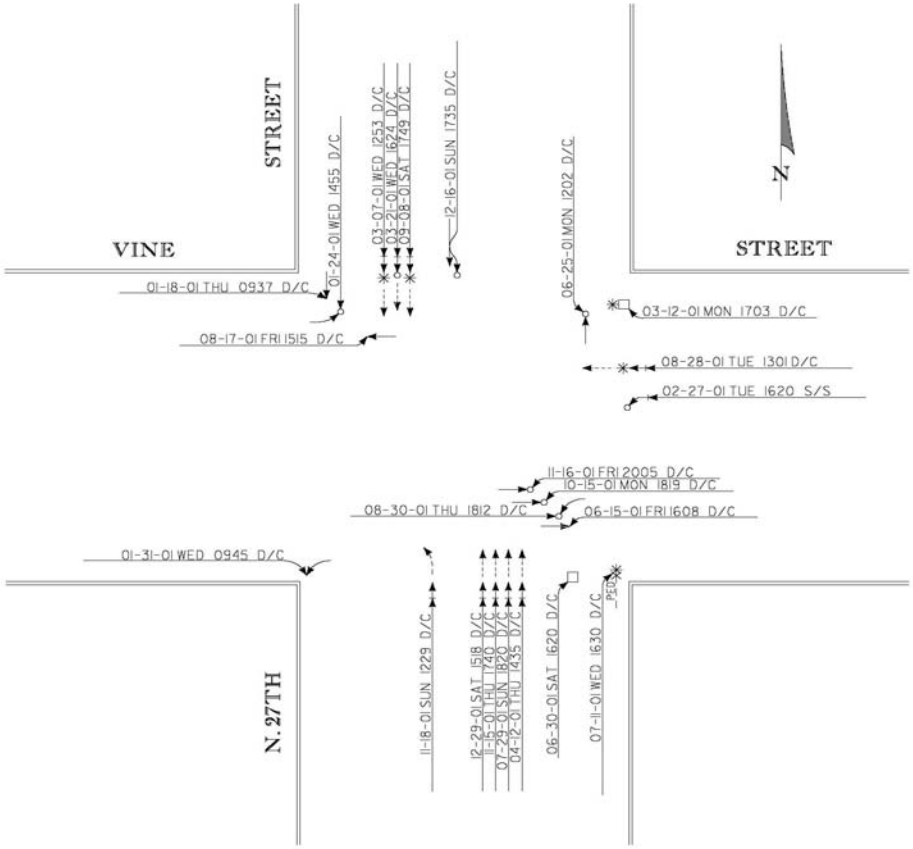
Total Crashes in Before Period: 31

N/A

5.13 27th Street and Vine Street

AFTER

Countermeasures: Constructed SB Right Turn Lane
Improvement Completion Date: June, 2000
Time Period: 2001
Speed Limits: NS Arterial- 35 mph
EW Arterial- 35 mph



Total Crashes in After Period: 23

27th Street and Vine Street - Southbound Approach (After)

5.13 27th Street and Vine Street

COMPARISON

Countermeasures: Constructed SB Right Turn Lane

Improvement Completion Date: June, 2000

	Before	After	Change
Analysis Period	1999	2001	-
Primary Crash Benefit			
Total Number of Correctable Crashes	2	3	50%
All Other Intersection Crashes	29	20	-31%
Intersection Crash Experience			
Injury + Fatal Crashes	15	8	-47%
Property Damage-Only Crashes	12	10	-17%
Non-Reportable Crashes	4	5	25%
Total Number of Intersection Crashes	*31*	*23*	-26%
Total Intersection Benefit			
Crash Rate	1.63	1.19	-27%
EPDO Rate	7.93	4.43	-44%
EPDO Number*	150.28	85.55	-64.73

Cost of Property Damage Crash:	$	6,400
Total Benefit (12 months):	$	414,272
Equivalent Uniform Annual Benefit (EUAB):	$	531,785

Total Cost of Improvements:

Equivalent Uniform Annual Cost (EUAC):	$	14,485
Initial Cost:	$	166,154

Benefit-Cost Ratio: $\frac{\$\ 531{,}785}{\$\ 14{,}485} = 36.7$

Net Benefit (Present Worth): $ 531,785 - $14,485 = $517,300

**Change NOT Statistically Significant at 95% Confidence Interval*

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